DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

6A2 Revision 8 DOUGLAS Super DC-3 R4D-8 R4D-8Z

September 14, 1956

AIRCRAFT SPECIFICATION NO. 6A2

Manufacturer Douglas Aircraft Company, Inc. Santa Monica, California

I - Model Super DC-3, Approved July 24, 1950 Engines Fuel (See Item 101) Engine limits) Airspeed limits Vno (Normal Operating) 233 mph (202 knots) True Ind. (See NOTE 3 Vne (Never Exceed) 273 mph (237 knots) True Ind. (re serials (Maneuvering) 144 mph (125 knots) True Ind. (43191 & 43192) Vp Vfe (Flaps Down 1/4 to full) 133 mph (115 knots) True Ind. Vfe (Flaps Down 0 to 1/4) 147 mph (128 knots) True Ind. Vlo (Ldg Gr. Operation) 166 mph (144 knots) True Ind. Vle (Ldg Gr. Extension) 166 mph (144 knots) True Ind. C.G. range Landing gear extended: (+244.6) to (+282.3) Landing gear retracted: (+240.4) to (+280.8) (Moment change due to retracting gear is -29,000 in.lbs. for regular gear and -32,750 in.lbs. for cross-wind gear, Item 201(a).) Landing 30,400 lbs. (See NOTE 6 for restriction) Maximum weights Takeoff 29,325 lbs. (Without automatic feathering or with system inoperative) Takeoff 31,900 lbs. (Automatic feathering, Item 4, required) (See NOTE 6 for restriction) Minimum crew 2 (Pilot and Co-Pilot) (+31) 31 plus attendant (CAR 4b.433 effective October 1, 1949.) Maximum passengers (See NOTE 1(e) for approved locations) Maximum baggage Aft cargo compartment 2330 lbs. (+549.0) Baggage shelves 500 lbs. (+458.5) (See NOTE 1(e) for alternate arrangements) Fuel capacity With Item 107(a) Installed Usable Total 2 front tanks 210 gal. ea. 206 gal. ea. (+240.5)2 rear tanks 201 gal. ea. 192 gal. ea. (+275.9)409 gal. ea. 411 gal. ea. 2 outer wing tanks (+272.1)(Item 107(d), Serial Nos. 43159) or 2 outer wing tanks 200 gal. ea. 198 gal. ea. (+268.0)(Item 107(e), Serial Nos. 43191, 43192 and 43193) (See Item 102(a) and NOTE 1(b) and (c) for System and Usable Fuel

and NOTE 1(d) for fuel loading and usage)

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Oil capacity 55 1/2 gal. (1 tank in each nacelle at 27-3/4 gal.ea.) (+184.5)

(See Item 102(b) and NOTE 1 for System Oil)

Serial Nos. eligible 43159, 43191, 43192, 43193

Required equipment In addition to the pertinent required basic equipment specified in

CAR 4b, the following items of equipment must be installed:

1(a); 2(a); 3(a); 101(a), (b) or (c); 102(a) or (c); 102(b); 103(a); 107(a), (b), (c), (d) or (e); 201(b), (c) or (d); 202(a); 203(a) 204(a) or (d) with 201(b) or (c); 204(b) or (c) with 201(a); 205(a), (b), (c) or (d); 206; 207; 208(a) or (b); 209(a), (b), (c), (d) or (e); 301(a) or (b); 302(a), (b) or (c); 303(a); 310; 401(a); 402(a); 403(a); 601(a)

or (b).

II - Model R4D-8 (Troop and Cargo Transport) and Model R4D-8Z (Staff Transport);

(Military versions of Super DC-3); Approved August 27, 1952

(See NOTE 4 for military exceptions)

Engines)

Fuel) (See Item 101)

Engine limits)
Airspeed limits

Vno (Normal Operating)

Vne (Never Exceed)

Vp (Maneuvering)

Vfe (Flaps Down 1/4 to Full)

Vfe (Flaps Down 0 to 1/4)

Vlo (Ldg Gr. Operation)

Vlo (Ldg Gr. Extension)

233 mph (202 knots) True Ind.

273 mph (237 knots) True Ind.

144 mph (125 knots) True Ind.

147 mph (128 knots) True Ind.

166 mph (144 knots) True Ind.

166 mph (144 knots) True Ind.

C.G. range

<u>Landing gear extended</u>: (+244.6) to (+282.3) <u>Landing gear retracted</u>: (+240.4) to (+280.8)

(Moment change due to retracting gear is -29,000 in.lbs. for regular gear Item 201(b) and -32,750 in.lbs. for cross-wind gear, Item 201(a).)

Maximum weights

Landing 30000 lbs.

Takeoff 29325 lbs. (Without automatic feathering or with system inoperative)

Takeoff 31000 lbs. (Automatic feathering, Item 4, required)

Maximum crew 2 (Pilot and Co-Pilot) (+31)

Maximum passengers None (R4D-8) 16 (R4D-8Z)

Maximum cargo (R4D-8)

Compartment	Station	Capacity (lbs)	Maximum Floor Loading #/Ft ²	Arm
A (Crew)	0 - 97.5	*(680 lbs. or	<u> </u>	
		four persons)		48.8
B (Main Cabin)	97.5-138.5	1025	250	118.0
C (Main Cabin)	138.5-200.5	2046	250	169.5
D (Main Cabin)	200.5-262.5	2046	250	231.5
E (Main Cabin)	262.5-324.5	2046	250	293.5
F (Main Cabin)	324.5-386.5	2046	250	355.5
G (Main Cabin)	386.5-450.5	2112	250	418.0
H (Main Cabin)	450.5-494	740	125	472.5
I (Main Cabin)	494 -538	748	125	516.0
J (Lavatory)	538 -583	350		560.0
* This compaits in also	las the maight of			

^{*} This capacity includes the weight of crew.

All cargo loading must be secured with the tie-downs provided since there are no restraining net or crash bulkhead provisions.

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851 lbs. (+101.5)

Maximum/Compartment (Loading including passengers and	Compartment	Station	Capacity (lbs)	Arm
baggage)	A (Crew)	0 - 97.5	680	48.8
(R4D-8Z)	B (Cabin)	97.5-183.0	1841	140.3
	C (Cabin)	183.0-287.5	2937	235.3
	D (Cabin)	287.5-416.5	3364	352.0
	E (Entrance)	416.5-538.0	1769	477.3
	F (Bunk)	538.0-623.0	951	580.5
		compartment capacity, t of furnishings remov		
Fuel capacity	With Item 107(b	o) and (d).		
	Installed	Total 1626 Gals.	Usable 1596 Gal	<u>ls.</u>
	2 Fwd Ctr tanks	Ç	396 gals.	(+240.5)
	2 Aft Ctr tanks	400 gals.	382 gals.	(+275.9)
	2 outer wing tan	ks 822 gals.	818 gals.	(+272.1)
		and NOTE 1(b) and for fuel loading and us		l Usable Fuel
Oil capacity		nk in each nacelle at 2) and NOTE 1 for Sys		34.5)
Serial Nos. eligible	43303 - 43398 ii 43301, 43302, 4	ncl. (R4D-8) 3399 and 43400 (R4D) -8Z)	
Required equipment	103(a); 107(a), (203(a) 204(a), (6 with 201(a); 205(d); 209(a), (b),	101(a), (b) or (c); 102 b), (c), or (d); 201(a), d) or (e) with 201(b), (c), (d) or (e); 301(a), or (d); 303(a); 402(a);	(b), (c) or (d); 204 (c) or (d); 204(b) of 6; 207; 208(a), (b) (b), (c), (d) or (e);	or (c) , (c) or ;
pecifications Pertinent to All Models				
Datum	39 in. aft of nose center section fr		orward of centerli	ne rear row of screws on
Leveling means	Pins on outside	of fuselage at Station	390.5 and 411.5, b	pelow windows.
Control surface movements	Elevator <u>+</u> 20°	rudder right 15° left aileron up 20° down		
Certification basis		No. 6A2 (Transport Cetectors not installed in		as amended October 1, 1949, npartment.)
Production basis	Production Certi	ificate No. 27		
Export eligibility	follows:	ort to all countries sub	ject to the provision	ons of MOP 2-4 except as

Equipment:

Propellers and Propeller Accessories (Except De-Icing Equipment)

1. Propellers

(a) 2 Ham Std., Hubs 23E50, Blades 6615-0 to 6615-3,

Diameter 11'6 1/4" max., 11' 3 1/4" min. allowable for repairs.

Pitch settings at 42" sta.:

Min. low +18°; feathered +88° approximately

	opeller governors					
	2 Ham. Std. 4G8					13 lbs. (+110)
	3. Propeller feathering pumps					
(a) 2 Ham. Std. 54772-21						43 lbs. (+191.5)
4. Automatic Propeller Feathering System (Douglas Dwgs. 3372157 and 7391526, Page 44K3)						67 lbs. (+138.5)
(D	ougras Dwgs. 33/213/ and /391326, Page 44F	(3)				
Engine an	d Engine Accessories - Fuel and Oil System					
101. (a)	2 Wright Cyclone 968C9HE2 engines with 1	6:9 prope	ller			2741 lbs. (+121.5)
	reduction gearing					
	(See Item 103(a) for oil cooler)					
	Fuel: Aviation gasoline: Grade 100/130 Limits:			MP		
	Low Impeller Gear Ratio 7.21:1	HP	RPM	IN.HG.	ALT.	
	Take-off (2 minutes)	1475	2800	54.5	S.L.	
	Take-off (2 minutes)	1475	2800	54.0	1700'	
	Maximum continuous	1275	2500	46.5	S.L.	
	Maximum continuous	1275	2500	45.5	3700'	
	(Straight line manifold pressure variation with			20 "		
(L)	Placard required: "Avoid continuous engine		below 180	00 rpm."		2722 lb - (+121 5)
(b)	2 Wright Cyclone 968C9HE1 engines with 1 propeller reduction gearing	0:9				2732 lbs. (+121.5)
	(See Item 103(a) for oil cooler)					
	Fuel: Aviation gasoline: Grade 100/130					
	Limits:		MP			
	Low Impeller Gear Ratio 7.21:1	<u>HP</u>	<u>RPM</u>	IN.HG.	ALT.	
	Take-off (2 minutes)	1475	2800	54.5	S.L.	
	Take-off (2 minutes)	1475	2800	54.0	1700'	
	Maximum continuous	1275	2500	46.5	S.L.	
	Maximum continuous (Straight line manifold pressure variation with	1275 th altitude	2500 s shown)	45.5	3700'	
	(Straight fine maintoid pressure variation wit	in annuac	s snown,			
	Placard required: "Avoid continuous engine	operation	below 180	00 rpm."		
(c)	Placard required: "Avoid continuous engine 2 Wright Military R1820-80 engines with 16		below 180	00 rpm."	2790 lbs	. (+121.5)
(c)			below 180	00 rpm."	2790 lbs	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler)		below 180	00 rpm."	2790 lbs	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130			00 rpm."	2790 lbs	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits:	5:9	MP			. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1	6:9 <u>HP</u>	MP <u>RPM</u>	<u>IN.HG</u> .	ALT.	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes)	HP 1475	MP <u>RPM</u> 2800	<u>IN.HG</u> . 54.5	ALT. S.L.	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes)	HP 1475 1475	MP <u>RPM</u> 2800 2800	<u>IN.HG</u> . 54.5 54.0	<u>ALT.</u> S.L. 1700'	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes)	HP 1475	MP <u>RPM</u> 2800	<u>IN.HG</u> . 54.5	ALT. S.L.	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous	HP 1475 1475 1275 1275	MP <u>RPM</u> 2800 2800 2500 2500	<u>IN.HG</u> . 54.5 54.0 46.5	ALT. S.L. 1700' S.L.	. (+121.5)
(c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous Maximum continuous	HP 1475 1475 1275 1275 th altitude:	MP <u>RPM</u> 2800 2800 2500 2500 2500 s shown)	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	. (+121.5)
	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation with Placard required: "Avoid continuous engine"	HP 1475 1475 1275 1275 th altitude: operation	MP RPM 2800 2800 2500 2500 2500 s shown) below 180	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	. (+121.5)
102. Sy	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w	HP 1475 1475 1275 1275 th altitude: operation	MP RPM 2800 2800 2500 2500 2500 s shown) below 180	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	
102. Sy (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks)	HP 1475 1475 1275 1275 th altitude: operation	MP RPM 2800 2800 2500 2500 2500 s shown) below 180	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200)
102. Sy (a) (b)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine)	HP 1475 1475 1275 1275 th altitude: operation	MP RPM 2800 2800 2500 2500 2500 s shown) below 180	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	
102. Sy (a) (b) (c)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks)	HP 1475 1475 1275 1275 th altitudes operation reight and	MP RPM 2800 2800 2500 2500 s shown) below 180 balance)	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137)
102. Sy (a) (b) (c) 103. (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports	HP 1475 1475 1275 1275 th altitude: operation reight and	MP <u>RPM</u> 2800 2800 2500 2500 s shown) below 180 balance)	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5)
102. Sy (a) (b) (c) 103. (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 513655	HP 1475 1475 1275 1275 th altitudes operation reight and reight and reight and R1	MP <u>RPM</u> 2800 2500 2500 2500 s shown) below 180 balance)	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5)
102. Sy (a) (b) (c) 103. (a) 107. Fu (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 5136555138270 and 5138271; Supports type 23276	HP 1475 1475 1275 1275 th altitudes operation reight and reight and reight and R1 36 and 513 9 (DC-3 ty	MP <u>RPM</u> 2800 2800 2500 2500 s shown) below 180 balance) 820-80)	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5) 56 lbs. (+148.5) 334 lbs. (+258)
102. Sy (a) (b) (c) 103. (a) 107. Fu (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation wir Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on w System Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 5136555138270 and 5138271; Supports type 232766 Tanks No. 5110508 and 5110509; Supports	HP 1475 1475 1275 1275 th altitudes operation reight and reight and reight and R1 36 and 513 9 (DC-3 ty	MP <u>RPM</u> 2800 2800 2500 2500 s shown) below 180 balance) 820-80)	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5) 56 lbs. (+148.5)
102. Sy (a) (b) (c) 103. (a) 107. Fu (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation win Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on was yetem Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 51365: 5138270 and 5138271; Supports type 23276 Tanks No. 5110508 and 5110509; Supports 5132633 (C-47 type)	HP 1475 1475 1275 1275 th altitudes operation reight and reight an	MP <u>RPM</u> 2800 2800 2500 2500 s shown) below 180 balance) 820-80) 36537, or type) 632 and	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5) 56 lbs. (+148.5) 334 lbs. (+258) 439 lbs. (+259)
102. Sy (a) (b) (c) 103. (a) 107. Fu (a)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation win Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on was system Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 51365: 5138270 and 5138271; Supports type 23276 Tanks No. 5110508 and 5110509; Supports 5132633 (C-47 type) Tanks No. 5326180 and 5326110; Supports	HP 1475 1475 1275 1275 th altitudes operation reight and reight an	MP <u>RPM</u> 2800 2800 2500 2500 s shown) below 180 balance) 820-80) 36537, or type) 632 and	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5) 56 lbs. (+148.5) 334 lbs. (+258)
102. Sy (a) (b) (c) 103. (a) 107. Fu (a) (b)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation win Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on was yetem Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Fel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 51365: 5138270 and 5138271; Supports type 23276 Tanks No. 5110508 and 5110509; Supports 5132633 (C-47 type)	HP 1475 1475 1275 th altitudes operation reight and rei	MP <u>RPM</u> 2800 2800 2500 2500 s shown) below 180 balance) 820-80) 36537, or ype) 632 and	IN.HG. 54.5 54.0 46.5 45.5	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5) 56 lbs. (+148.5) 334 lbs. (+258) 439 lbs. (+259)
102. Sy (a) (b) (c) 103. (a) 107. Fu (a) (b)	2 Wright Military R1820-80 engines with 16 propeller reduction gearing (See Item 103(a) for oil cooler) Fuel: Aviation gasoline: Grade 100/130 Limits: Low Impeller Gear Ratio 7.21:1 Take-off (2 minutes) Take-off (2 minutes) Maximum continuous Maximum continuous (Straight line manifold pressure variation win Placard required: "Avoid continuous engine stem Fuel and Oil (See NOTE 1 for effect on was yestem Fuel (4 tanks) System Oil (969C9HE and R1820-80 engine System Fuel (with outer wing fuel tanks) 2 Oil Coolers, AiResearch 86615-1 (968C9Hel Tanks and Supports Tanks Nos. 5003541 and 5003542 or 51365: 5138270 and 5138271; Supports type 23276 Tanks No. 5110508 and 5110509; Supports 5132633 (C-47 type) Tanks No. 5326180 and 5326110; Supports (lightweight type)	HP 1475 1475 1275 1275 th altitudes operation reight and ss) HE and R1 36 and 513 9 (DC-3 type 5132) type 5132 type 23276	MP RPM 2800 2800 2500 2500 s shown) below 180 balance) 820-80) 36537, or ype) 632 and 69 395985, 32632 and	IN.HG. 54.5 54.0 46.5 45.5 00 rpm."	ALT. S.L. 1700' S.L.	37 lbs. (+200) 147 lbs. (+137) 92 lbs. (+255.5) 56 lbs. (+148.5) 334 lbs. (+258) 439 lbs. (+259) 326 lbs. (+259)

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201. 2 Main wheel-brake assemblies, 17:00-16, Type III (a) Goodyear Model CL16DHBM (Crosswind) (Maximum takeoff weight 31,000 lbs., landing weight 30,000 lbs.)	Landir	g Gear	
(a) Goodyear Model CL16DHBM (Crosswind) (Maximum takeoff weigh \$1,000 lbs., landing weigh \$3,000 lbs.) Wheel Assembly No. 9560065 Brake Assembly No. 9560069 (b) Goodyear Model L17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540384 Brake Assembly No. 9540385 (c) Goodyear Model L177.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model L177.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model L177.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model L177.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540387 Brake Assembly No. 9540477 (Skydrol) Asle DACO No. 5567124 202. (a) 2 Main wheel 12-ply rating tires, 17.00-16, Type III, nylon 238 lbs. (+219.5) 204. Tail Wheel Structure Installation (a) Douglas Dye. 5571350-5901 (Crosswind gear) (b) Douglas Dye. 5571350-5901 (Crosswind gear) (c) Douglas Dye. 5571350-5901 (Crosswind gear with Skydrol) (d) Douglas Dye. 5571350-5901 (Crosswind gear with Skydrol) (e) Deleted September 20, 1954 205. Tail Wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodyich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5110569) (c) Pressed landing gear upper truss (Dwg. 5110569) (d) Pressed landing gear upper truss (Dwg. 5110569) (e) Pressed landing gear upper truss (Dwg. 5110569) (e) Pressed landing gear upper truss (Dwg. 5110569) (f) Pressed landing gear upper truss (Dwg. 5110569) (g) Pressed landing gear upper truss (Dwg. 5110569)			
Maximum takeoff weight 31,000 lbs., landing weight 30,000 lbs.) Wheel Assembly No. 9540451 Crosswind Gear Assembly No. 9540451 Crosswind Gear Assembly No. 95403834 Brake Assembly No. 954038384 Brake Assembly No. 954038384 Brake Assembly No. 95403856 Goodyear Model LTF.00-16HBM (See NOTE 6 for restriction) 365 lbs. (+219.5) Wheel Assembly No. 95403858 360 dodyear Model LTF.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540385 360 dodyear Model LTF.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTF.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTF.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 360 lbs. (+219.5) Wheel Assembly No. 9540475 360 dodyear Model LTP.00-16HBM (See NOTE 6 for restriction) 360 lbs. (+219.5) Wheel Assembly No. 9540475 360 lbs. (+220) Wheel Assembly No. 9540475 360 lbs. (+220) 360		**	569 lbs. (+219.5)
Wheel Assembly No. 9500065			
Brake Assembly No. 9540451 Crosswind Gear Assembly No. 9560699 (b) Goodyear Model L17,00-16HBM (See NOTE 6 for restriction) 352 lbs. (+219.5) Wheel Assembly No. 9540384 Brake Assembly No. 9540385 (c) Goodyear Model L17,00-16HBM (See NOTE 6 for restriction) 365 lbs. (+219.5) Wheel Assembly No. 9540385 (d) Goodyear Model L17,00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540385 (d) Goodyear Model L17,00-16HBM (See NOTE 6 for restriction) 358 lbs. (+219.5) Wheel Assembly No. 9540475 Brake Assembly No. 9540475 (Skydrol) Aske DACO No. 5367124 202. (a) 2 Main wheel L12-ply rating irres, 17,00-16, Type III, regular 36 lbs. (+219.5) 203. (a) 2 Main wheel L12-ply rating irres, 17,00-16, Type III, regular 36 lbs. (+219.5) 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Consentional gear) 166 lbs. (+644) (b) Douglas Dwg. 5371350-5501 (Crosswind gear) 170 lbs. (+644) (c) Douglas Dwg. 5371350-5500 (Crosswind gear with Skydrol) 170 lbs. (+644) (d) Douglas Dwg. 5371350-5500 (Crosswind gear with Skydrol) 170 lbs. (+644) (e) Delected September 20, 1954 180 lbs. (+670) (b) Goodrich No. B-3-648 10 lbs. (+670) (b) Goodrich No. B-3-648 10 lbs. (+670) (d) General No. 204-A-204M-1 8 lbs. (+670) (e) Grid Wheel Tire, 10 ply rating, 9,00-6, Type III 23 lbs. (+670) 206. Tail Wheel Trube, 9,00-6, regular 3 lbs. (+670) 207. Tail Wheel Trube, 9,00-6, regular 3 lbs. (+670) 208. (a) Forged landing gear upper truss (Dwg. 5110569) 168 lbs. (+220) (e) Porged landing gear upper truss (Dwg. 5110759) 141 lbs. (+220) (e) Porged landing gear upper truss (Dwg. 514775) 144 lbs. (+220) (e) Porged landing gear upper truss (Dwg. 514775) 144 lbs. (+220) (e) Porged landing gear upper truss (Dwg. 514775) 144 lbs. (+220) (e) Porged landing gear upper truss (Dwg. 514775) 147 lbs. (+220) (e) Porged landing gear upper truss (Dwg. 514775)			
Crosswind Gear Assembly No. 9560069 Septiment Se	•	-	
(b) Goodyear Model L17.00-16HBMS (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (c) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540475 Brake Assembly No. 9540475 (Skydrol) Avice DACO No. 5367124 202. (a) 2 Main wheel 12-ply rating tires, 17.00-16, Type III, nylon 228 lbs. (+219.5) 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Consentional gear) (b) Douglas Dwg. 5371350 (Sol) (Crosswind gear) (c) Douglas Dwg. 5371350-5001 (Crosswind gear) (d) Douglas Dwg. 5371350-5000 (Crosswind gear with Skydrol) (e) Deleted September 20, 1954 205. Tail Wheel, 9.00-6, Type III (a) Bendrix #52088, Model B-1 (b) Goodrich No. 8-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A204M-1 206. Tail Wheel Tube, 9.00-6, regular 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 511175) 209. Landing Gear Hopes Chrust (a) 4 Bendix No. 53420 (b) Pressed landing gear upper truss (Dwg. 511175) (c) Forged landing gear upper truss (Dwg. 5110569) (d) Hendix No. 53585 (e) 4 Bendix No. 53420 (d) 4 Bendix No. 53585 (e) 4 Bendix No. 53595 Electrical Equipment 301. Starters (a) 2 Jack & Heintz H6FR (b) 2 Eclipse 36600-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Lack & Heintz R86-JH-6FR-3 (f) 2 Lack & Heintz R86-JH-6FR-3 (g) 3 Lack & Heintz R86-JH-6FR-3 (g) 3 Lack & Heintz R86-JH-6FR-3 (g) 4 Lack &		·	
Wheel Assembly No. 9540384 Strake Assembly No. 9540385	1	·	352 lbs. (+219.5)
Brake Assembly No. 9540385 (c) Goodquear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540547 Brake Assembly No. 9540547 Brake Assembly No. 9540547 Brake Assembly No. 954075 (Skydrol) Wheel Assembly No. 954075 (Skydrol) Axle DACO No. 5367124 202. (a) 2 Main wheel LP17.00-16, Type III, nylon 228 lbs. (+219.5) 203. (a) 2 Main wheel tubes, 17.00-16, Type III, nylon 238 lbs. (+219.5) 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350-5501 (Crosswind gear) (b) Douglas Dwg. 5371350-5501 (Crosswind gear) (c) Douglas Dwg. 5371350-5501 (Crosswind gear with Skydrol) (d) Douglas Dwg. 5371350-5500 (Crosswind gear with Skydrol) (e) Deleted September 20, 1954 205. Tail wheel, 90-06, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-204M-1 206. Tail Wheel Title, 90,0-6, regular 207. Tail Wheel Title, 100-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110759) 208. (a) Forged landing gear upper truss (Dwg. 511775) (b) Fressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. S14175) (d) Pressed landing gear upper truss (Dwg. S14175) (e) Pressed landing gear upper truss (Dwg. S14175) (d) Pressed landing gear upper truss (Dwg. S14175) (e) Forged landing gear upper truss (Dwg. S14175) (d) Pressed landing gear upper truss (Dwg. S14175) (e) Forged landing gear upper truss (Dwg. S14175) (e) Forged landing gear upper truss (Dwg. S14175) (f) Pressed landing gear upper truss (Dwg. S14175) (g) Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53420 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 53420 (d) 4 Bendix No. 53420 (e) 4 Bendix No. 53420 (f) 2 Jack & Heintz HofeR (g) 2 Lack & Heintz HofeR (h) 2 Lectipes 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Jack & Heintz R86-JH-6FR-3 (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Jack & Heintz R86-JH-6FR-3 (f) 2 Jac			· · · · · ·
(c) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540385 (d) Goodyear Model LF17.00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540475 Brake Assembly No. 9540475 (Skydrol) Axle DACO No. 5367124 202. (a) 2 Main wheel 12-ply rating tires, 17.00-16. Type III, nylon 238 lbs. (+219.5) 203. (a) 2 Main wheel tubes, 17.00-16, Type III, regular 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Conventional gear) (b) Douglas Dwg. 5371350 (Conventional gear) (c) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) (e) Douglas Dwg. 5371350-500 (Crosswind gear with Skydrol) (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. X50-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tine, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tine, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. S14175) (e) Forged landing gear upper truss (Dwg. S0, No. 5367272) (g) Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53420 (c) Forged landing gear upper truss (Dwg. S0, No. 5367279) (d) 4 Bendix No. 53690 (e) 4 Bendix No. 506900 (e) 4 Bendix No. 506900 (e) 4 Bendix No. 506900 (e) 4 Bendix No. 5003525 Electrical Equipment 301. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipse 36E00-2 (c) 2 Jack & Heintz JH6FR (d) 2 Jack & Heintz JH6FR (e) 2 Jack & Heintz JH6FR (f) 2 Jack & Heintz JH6FR (g) 2 Jack & Hein		-	
Wheel Assembly No. 9540547 Brake Assembly No. 9540547 Brake Assembly No. 9540547 Wheel Assembly No. 9540547 Brake Assembly No. 95405475 (Skydrol) Axle DACO No. 5367124 202. (a) 2 Main wheel t2-ply rating tires, 17.00-16, Type III, nylon 238 lbs. (+219.5) 203. (a) 2 Main wheel tubes, 17.00-16, Type III, regular 36 lbs. (+219.5) 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Conventional gear) 166 lbs. (+644) (b) Douglas Dwg. 5371350-500 (Croswind gear) 170 lbs. (+644) (c) Douglas Dwg. 5371350-500 (Croswind gear with Skydrol) 170 lbs. (+644) (d) Douglas Dwg. 5371350-500 (Croswind gear with Skydrol) 170 lbs. (+644) (e) Deleted September 20, 1954 (e) Deleted Sep			365 lbs. (+219.5)
Brake Assembly No. 9540547			· · · · · ·
(d) Goodyear Model LF17,00-16HBM (See NOTE 6 for restriction) Wheel Assembly No. 9540547 Brake Assembly No. 9540475 (Skydrol) Axle DACO No. 5367124 202. (a) 2 Main wheel 12-ply rating tires, 17,00-16, Type III, nylon 238 lbs. (+219.5) 203. (a) 2 Main wheel tubes, 17,00-16, Type III, regular 36 lbs. (+219.5) 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Conventional gear) (b) Douglas Dwg. 5371350-501 (Crosswind gear) (c) Douglas Dwg. 5371350-501 (Crosswind gear) (d) Douglas Dwg. 5371350-5001 (Crosswind gear) (e) Deleted September 20, 1954 205. Tail Wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. 83-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Forged landing gear upper truss (Dwg. 5110569) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. 516569) (d) Pressed landing gear upper truss (Dwg. 51659) (e) Pressed landing gear upper truss (Dwg. 51659) (f) Pressed landing gear upper truss (Dwg. 51659) (g) Pressed landing gear upper truss (Dwg. 516599) (g) P		-	
Wheel Assembly No. 9540547 Brake Assembly No. 9540475 (Skydrol) Axle DACO No. 5367124 202. (a) 2 Main wheel tubes, 17.00-16, Type III, nylon			358 lbs. (+219.5)
Brake Assembly No. 9540475 (Skydrol) Axle DACO No. 5367124 202. (a) 2 Main wheel 12-ply rating tires, 17.00-16, Type III, nylon 203. (a) 2 Main wheel tubes, 17.00-16, Type III, regular 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Conventional gear) (b) Douglas Dwg. 5371350-501 (Crosswind gear) (c) Douglas Dwg. 5371350-501 (Crosswind gear) (d) Douglas Dwg. 5371350-501 (Crosswind gear) (e) Douglas Dwg. 5371350-501 (Crosswind gear) (d) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 2207. Tail Wheel Tive, 10 ply rating, 9.00-6, Type III 23 lbs. (+670) 206. Tail Wheel Tive, 10 ply rating, 9.00-6, Type III 23 lbs. (+670) 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. 5141775) (e) Freeded landing gear upper truss (Dwg. 5167272) (f) Pressed landing gear upper truss (Dwg. Shys. No. 5367272) (g) Pressed landing gear upper truss (Dwg. Shys. No. 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53585 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 503525 (c) 4 Bendix No. 5003525 (e) 4 Bendix No. 5003525 (e) 4 Bendix No. 5003525 (f) Electrical Equipment 301. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipse 36E00-2 (c) 2 Jack & Heintz JR6-H-6FR-3 (d) 2 Jack & Heintz JR6-FR-3 (e) 2 Jack & Heintz JR6-FR-3 (e) 2 Jack & Heintz JR6-FR-3 (f) 2 Jack & Heintz JR6-FR-3 (g) 2		Wheel Assembly No. 9540547	
202. (a) 2 Main wheel 12-ply rating tires, 17.00-16, Type III, nylon		-	
203. (a) 2 Main wheel tubes, 17.00-16, Type III, regular 204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Conventional gear) (b) Douglas Dwg. 5371350-501 (Crosswind gear) (c) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) (d) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) (e) Deleted September 20, 1954 205. Tail Wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 223 lbs. (+670) 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Forged landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. So. 5367272) (d) Pressed landing gear upper truss (Dwg. So. 5367272) (d) Pressed landing gear upper truss (Dwg. So. 5367272) (e) Forged landing gear upper truss (Dwg. So. 5367272) (f) Pressed landing gear upper truss (Dwg. So. 5367272) (g) Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53420 (c) 4 Bendix No. 53855 (c) 4 Bendix No. 5590 (d) 4 Bendix No. 5590 (e) 4 Bendix No. 55905 (f) 4 Bendix No. 5500525 (g) 4 Bendix No. 5500525 223 lbs. (+220) 210. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipse 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R8-JH-6FR-3 (e) 2 Eclipse 36E00-2 (f) 2 Jack & Heintz R8-JH-6FR-3 (g) 2 Jack & Heintz R8-JH-6FR-3 (g) 2 Jack & Heintz C-26, 200 Amp. (g) 2 Jack & Heintz P-4, 200 Amp. (g) 2 Jack & Heintz P-4, 200 Amp. (g) 2 Jack & Heintz P-4, 200 Amp. (g) 2 Jack & Heintz F-4, 200 Amp. (g) 2 Jack & Heintz P-4, 200 Amp. (g) 2 Ja		Axle DACO No. 5367124	
204. Tail Wheel Structure Installation (a) Douglas Dwg. 5371350 (Conventional gear) 166 lbs. (+644) (b) Douglas Dwg. 5371350-501 (Crosswind gear) 170 lbs. (+644) (c) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) 170 lbs. (+644) (d) Douglas Dwg. 5371350-500 (Conventional gear with Skydrol) 166 lbs. (+644) (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III 20 lbs. (+670)	202.	(a) 2 Main wheel 12-ply rating tires, 17.00-16, Type III, nylon	238 lbs. (+219.5)
(a) Douglas Dwg. 5371350-(Conventional gear) (b) Douglas Dwg. 5371350-501 (Crosswind gear) (c) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) (d) Douglas Dwg. 5371350-5000 (Conventional gear with Skydrol) (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 (e) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 (e) Firestone No. Stoppellar (f) Tail Wheel Tire, 10 ply rating, 9.00-6, Type III (g) Forged landing gear upper truss (Dwg. 5110569) (g) Forged landing gear upper truss (Dwg. 5141775) (g) Fressed landing gear upper truss (Dwg. 5141775) (g) Fressed landing gear upper truss (Dwg. 5365799) (g) Fressed landing gear upper truss (Dwg. 5365799) (g) Fressed landing gear upper truss (Dwg. No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg. Saby No. 5365799) (g) Fressed landing gear upper truss (Dwg.	203.	(a) 2 Main wheel tubes, 17.00-16, Type III, regular	36 lbs. (+219.5)
(b) Douglas Dwg. 5371350-501 (Crosswind gear) (c) Douglas Dwg. 5371350-501 (Crosswind gear with Skydrol) (d) Douglas Dwg. 5371350-5000 (Conventional gear with Skydrol) (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (10 Ibs. (+670) (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5110569) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. 5141775) (e) Pressed landing gear upper truss (Dwg. 5365799) (f) Pressed landing gear upper truss (Dwg. 5365799) (g) Pressed landing gear upper truss (Dwg. 5365799) (h) Pressed landing gear upper truss (Dwg. 5365799) (e) Pressed landing gear upper truss (Dwg. 5365799) (f) Pressed landing gear upper truss (Dwg. 5365799) (g) Pressed landing gear upper truss (Dwg. 5365799) (h) 4 Bendix No. 53420 (g) 4 Bendix No. 55977 (Suitable for Skydrol) (g) 4 Bendix No. 559577 (Suitable for Skydrol) (g) 4 Bendix No. 559577 (Suitable for Skydrol) (g) 4 Bendix No. 503525 (g) 4 Bendix No. 503525 (g) 2 Jack & Heintz H6FR (h) 2 Eclipse 36E00-2 (g) 2 Jack & Heintz R6-JH-6FR-3 (g) 2 Jack & Heintz R6-JH-0FR-3 (g) 3 J	204.	Tail Wheel Structure Installation	
(c) Douglas Dwg, 5371350-5501 (Crosswind gear with Skydrol) (d) Douglas Dwg, 5371350-5500 (Conventional gear with Skydrol) (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 10 lbs. (+670) (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 23 lbs. (+670) 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Fressed landing gear upper truss (Dwg. 5110569) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) Pressed landing Gear Shock Struts (a) 4 Bendix No. 53585 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 559577 (Suitable for Skydrol) (d) 4 Bendix No. 65900 (e) 4 Bendix No. 5003525 Electrical Equipment 301. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipse 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Eletipse 36E00-2 (f) 2 Jack & Heintz R86-JH-6FR-3 (g) 2 Jack & Heintz R86-JH-6FR-3 (g) 2 Jack & Heintz P4-2,00 Amp. (e) 2 Jack & Heintz P4-2,00 Amp. (f) 2 Jack & Heintz P4-2,00 Amp. (g) 2 Jack & Heintz P4-2,00 Amp. (h) 2 Jack & Heintz P4-2,00 Amp.		(a) Douglas Dwg. 5371350 (Conventional gear)	166 lbs. (+644)
(d) Douglas Dwg. 5371350-5000 (Conventional gear with Skydrol) (e) Deleted September 20, 1954 (e) Deleted September 20, 1954 205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5110569) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53420 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 159577 (Suitable for Skydrol) (d) 4 Bendix No. 5003525 Electrical Equipment 301. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipes 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz JH6FR-3 (e) 2 Eclipes 36E00-2 (a) 2 Jack & Heintz R86-JH-6FR-3 (b) 2 Eclipes 36E00-2 (a) 2 Jack & Heintz P4, 200 Amp. (b) 2 Eclipes 1193-9, 200 Amp. (c) 2 Jack & Heintz P4, 200 Amp. (d) 2 AN3633-1, 300 Amp. 310. Stall Warning System 310. Stall Warning System 3 1 Stall Warning System 3 1 Stall Warning System		(b) Douglas Dwg. 5371350-501 (Crosswind gear)	170 lbs. (+644)
(e) Deleted September 20, 1954 205. Tail Wheel, 9,00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (c) Firestone No. XSD-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. 5367272) (d) Pressed landing gear upper truss (Dwg. 53657272) (d) Pressed landing gear upper truss (Dwg. 53657272) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53420 (c) 4 Bendix No. 53585 (223 lbs. (+220) (d) 4 Bendix No. 53585 (223 lbs. (+220) (d) 4 Bendix No. 53585 (223 lbs. (+220) (e) 4 Bendix No. 5003525 223 lbs. (+220) (f) 4 Bendix No. 5003525 223 lbs. (+220) (g) 4 Bendix No. 5003525 225 lbs. (+143) (h) 2 Elcipse 36E00-2 (a) 2 Jack & Heintz JH6FR (b) 2 Elcipse 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Elcipse 193-9, 200 Amp. (f) 2 Jack & Heintz P-4, 200 Amp. (g) 2 Jack & Heintz P-4, 200 Amp. (h) 2 Elcipse 193-9, 200 Amp. (d) 2 Jack & Heintz P-4, 200 Amp. (d) 2 Lexide 6 FHM-13 310. Stall Warning System 310. Stall Warning System 310. Stall Warning System		(c) Douglas Dwg. 5371350-5501 (Crosswind gear with Skydrol)	170 lbs. (+644)
205. Tail wheel, 9.00-6, Type III (a) Bendix #52058, Model B-1 (b) Goodrich No, B-3-648 (c) Firestone No, XSO-200-FM (d) General No, 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg, 51110569) (b) Pressed landing gear upper truss (Dwg, 5141775) (d) Pressed landing gear upper truss (Dwg, 5141775) (e) Forged landing gear upper truss (Dwglas Dwg, No, 5367272) (g) Pressed landing gear upper truss (Douglas Dwg, No, 5367272) (g) Pressed landing gear upper truss (Douglas Dwg, No, 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No, 53420 (b) 4 Bendix No, 53585 (c) 4 Bendix No, 503525 (d) 4 Bendix No, 65900 (e) 4 Bendix No, 5003525 (e) 4 Bendix No, 5003525 (e) 4 Bendix No, 5003525 (f) 223 lbs. (+220) (g) 4 Bendix No, 5003525 (g) 2 AN4116 R3A (g) 2 Jack & Heintz JH6FR (h) 2 Eclipse 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Eclipse 36E00-2 (f) 2 Leclipse 36E00-2 (g) 2 Leclipse 36E00-2 (h) 302. Generators (a) 2 Lack & Heintz R86-JH-6FR-3 (b) 2 Leclipse 36E00-2 (c) 2 Lack & Heintz P4-4, 200 Amp. (e) 2 Leclipse 36E00-2 (f) 2 Leclipse 36E00-2 (h) 30Batteries (a) 2 Lack & Heintz P4-4, 200 Amp. (b) 2 Leclipse 36E00-2 (c) 2 Lack & Heintz P4-4, 200 Amp. (d) 2 Lack & Heintz P4-4, 200 Amp. (e) 2 Leclipse 36E00-2 (f) Lack & Heintz P4-4, 200 Amp. (h) 2 Leclipse 36E00-2 (h) 2 Leclipse 36E00-2 (h) 3 Lack B4-440 (h) 3 Lack		(d) Douglas Dwg. 5371350-5000 (Conventional gear with Skydrol)	166 lbs. (+644)
(a) Bendix #52058, Model B-1 (b) Goodrich No. B-3-648 (10 lbs. (+670) (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 144 lbs. (+220) (e) Forged landing gear upper truss (Douglas Dwg. No. 5365799) 147 lbs. (+220) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 223 lbs. (+220) (d) 4 Bendix No. 53420 (e) 4 Bendix No. 53420 (e) 4 Bendix No. 159577 (Suitable for Skydrol) 223 lbs. (+220) (d) 4 Bendix No. 503525 223 lbs. (+220) (e) 4 Bendix No. 5003525 223 lbs. (+220) (e) 4 Bendix No. 5003525 223 lbs. (+220) 223 lbs. (+220) 224 lbs. (+220) 225 lbs. (+220) 226 lbs. (+220) 227 lbs. (+220) 228 lbs. (+220) 229 Landing gear upper truss (Douglas Dwg. No. 5365799) 229 Landing Gear Shock Struts (a) 2 Jack & Heintz No. 159577 (Suitable for Skydrol) 226 lbs. (+220) 227 lbs. (+220) 228 lbs. (+220) 229 lbs. (+220) 229 lbs. (+220) 229 lbs. (+220) 220 lbs. (+220) 220 lbs. (+220) 221 lbs. (+220) 222 lbs. (+220) 223 lbs. (+220) 223 lbs. (+220) 225 lbs. (+220) 226 lbs. (+220) 227 lbs. (+220) 228 lbs. (+220) 229 lbs. (+220) 220 lbs. (+220) 220 lbs. (+220) 220 lbs. (+220) 220 lbs. (+220)		(e) Deleted September 20, 1954	
(b) Goodrich No. B-3-648 (c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Dwg. 5000 No. 5367272) (d) Pressed landing gear upper truss (Dwg. No. 5367272) (d) Pressed landing gear upper truss (Dwg. No. 5367272) (d) Pressed landing gear upper truss (Dwg. No. 5365799) (d) Pressed landing gear upper truss (Dwg. No. 5365799) (e) Pressed landing gear upper truss (Dwg. No. 5365799) (f) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5365799) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. No. 5367272) (h) Pressed landing gear upper truss (Dwg. Shall No. 5367272) (h) Pressed landing gear upper truss (Dwg. Shall No. 5367272) (h) Pressed landing gear upper truss (Dwg. Shall No. 536727	205.	Tail wheel, 9.00-6, Type III	
(c) Firestone No. XSO-200-FM (d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 208. (a) Forged landing gear upper truss (Dwg. 5110569) 208. (a) Forged landing gear upper truss (Dwg. 5110569) 209. (b) Pressed landing gear upper truss (Dwg. 5141775) 209. (c) Forged landing gear upper truss (Douglas Dwg. No. 5367272) 209. Landing Gear Shock Struts 209. Landing No. 53420 209. Landing No. 53585 2023 lbs. (+220) 209. Landing No. 53600 200. Landing No. 5365799 200. Landing No. 53667799 200. Landing Landing No. 53667799 200. Landing Landing No. 53667799 200. Landing No. 5366779 200. Landing No. 5366779 200. Landing No. 5366779 200. Landing Landing Landing No. 5366779 200. Landing Landing Landing Landing No. 536677 200. Landing Land		(a) Bendix #52058, Model B-1	10 lbs. (+670)
(d) General No. 204-A-204M-1 206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 534820 (c) 4 Bendix No. 53585 (c) 4 Bendix No. 558590 (d) 4 Bendix No. 55977 (Suitable for Skydrol) (d) 4 Bendix No. 503525 (e) 4 Bendix No. 503525 (f) 4 Bendix No. 503525 (g) 4 Bendix No. 503525 (h) 4 Bendix No. 503525 (h) 5 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 7 Bendix No. 5003525		(b) Goodrich No. B-3-648	10 lbs. (+670)
206. Tail Wheel Tire, 10 ply rating, 9.00-6, Type III 23 lbs. (+670) 207. Tail Wheel Tube, 9.00-6, regular 3 lbs. (+670) 208. (a) Forged landing gear upper truss (Dwg. 5110569) 168 lbs. (+220) (b) Pressed landing gear upper truss (Dwg. 5141775) 144 lbs. (+220) (c) Forged landing gear upper truss (Douglas Dwg. No. 5367272) 183 lbs. (+220) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 147 lbs. (+220) 209. Landing Gear Shock Struts 223 lbs. (+220) (d) Perssed landing gear upper truss (Douglas Dwg. No. 5365799) 223 lbs. (+220) (e) 4 Bendix No. 53420 223 lbs. (+220) (e) 4 Bendix No. 53585 223 lbs. (+220) (e) 4 Bendix No. 159577 (Suitable for Skydrol) 226 lbs. (+220) (e) 4 Bendix No. 5903525 223 lbs. (+220) (e) 4 Bendix No. 5003525		(c) Firestone No. XSO-200-FM	9 lbs. (+670)
207. Tail Wheel Tube, 9.00-6, regular 208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Dwg. 5141775) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53420 (c) 4 Bendix No. 159577 (Suitable for Skydrol) (d) 4 Bendix No. 503585 (e) 4 Bendix No. 503525 (e) 4 Bendix No. 5003525 (e) 4 Bendix No. 5003525 (f) 4 Bendix No. 5003525 (g) 4 Bendix No. 5003525 (h) 5 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 7 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 7 Bendix No. 5003525 (h) 8 Bendix No. 5003525 (h) 8 Bendix No. 5003525 (h) 8 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5003525 (h) 9 Bendix No. 5061529 (h) 9 Bendix No. 5040529		(d) General No. 204-A-204M-1	8 lbs. (+670)
208. (a) Forged landing gear upper truss (Dwg. 5110569) (b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53585 (c) 4 Bendix No. 159577 (Suitable for Skydrol) (d) 4 Bendix No. 159577 (Suitable for Skydrol) (e) 4 Bendix No. 5003525 223 lbs. (+220) (e) 4 Bendix No. 5003525 223 lbs. (+220) 223 lbs. (+220) 224 lbs. (+220) 225 lbs. (+220) 226 lbs. (+220) 227 lbs. (+220) 228 lbs. (+220) 229 lbs. (+220) 229 lbs. (+220) 220 lbs. (+220) 220 lbs. (+220) 221 lbs. (+220) 222 lbs. (+220) 223 lbs. (+220) 223 lbs. (+220) 224 lbs. (+220) 225 lbs. (+143) 226 lbs. (+220) 227 lbs. (+143) 227 lbs. (+143) 228 lbs. (+143) 229 lbs. (+143) 230 lbs. (+143) 240 lbs. (+143) 251 lbs. (+143) 252 lbs. (+143) 253 lbs. (+143) 254 lbs. (+144) 255 lbs. (+145) 256 lbs. (+146) 260 lbs. (+146) 27 lbs. (+146) 28 lbs. (+146) 29 lbs. (+146) 29 lbs. (+146) 29 lbs. (+146) 29 lbs. (+146) 20 lbs. (+146)	206.	Tail Wheel Tire, 10 ply rating, 9.00-6, Type III	23 lbs. (+670)
(b) Pressed landing gear upper truss (Dwg. 5141775) (c) Forged landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 5367272) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53585 (c) 4 Bendix No. 159577 (Suitable for Skydrol) (d) 4 Bendix No. 65900 (e) 4 Bendix No. 65900 (e) 4 Bendix No. 503525 Electrical Equipment 301. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipse 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Eclipse 36E00-2 (f) 2 Jack & Heintz R86-JH-6FR-3 (g) 2 Jack & Heintz G-26, 200 Amp. (h) 2 Eclipse 1193-9, 200 Amp. (c) 2 Jack & Heintz P-4, 200 Amp. (d) 2 Jack & Heintz P-4, 200 Amp. (e) 2 Expert Starters (a) 2 Jack & Heintz P-4, 200 Amp. (d) 2 Jack & Heintz P-4, 200 Amp. (e) 2 Expert Starters (f) 2 Expert Starters (g) 2 Expert Starters (g) 2 Expert Starters (g) 2 Jack & Heintz R86-JH-6FR-3 (g) 2 Jack & Heintz G-26, 200 Amp. (h) 2 Expert Starters (g) 2 Jack & Heintz G-26, 200 Amp. (h) 2 Expert Starters (g) 2 Jack & Heintz G-26, 200 Amp. (h) 2 Expert Starters (g) 2 Jack & Heintz G-26, 200 Amp. (h) 2 Expert Starters (g) 2 Jack & Heintz G-26, 200 Amp. (h) 2 Expert Starters (h) 2 Expert Star	207.	Tail Wheel Tube, 9.00-6, regular	3 lbs. (+670)
(c) Forged landing gear upper truss (Douglas Dwg. No. 5367272) (d) Pressed landing gear upper truss (Douglas Dwg. No. 536799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53485 (c) 4 Bendix No. 159577 (Suitable for Skydrol) (d) 4 Bendix No. 503855 (e) 4 Bendix No. 503555 (e) 4 Bendix No. 5003525 (f) 5 Ibs. (+220) (g) 6 Bendix No. 5003525 (h) 6 Bendix No. 5003525 (h) 7 Bendix No. 5003525 (h) 8 Bendix No. 5003525 (h) 9 Bendix No. 5003525 (h) 4 Bendix No. 504052 (h) 4 Bendix No. 5	208.	(a) Forged landing gear upper truss (Dwg. 5110569)	168 lbs. (+220)
(d) Pressed landing gear upper truss (Douglas Dwg. No. 5365799) 209. Landing Gear Shock Struts (a) 4 Bendix No. 53420 (b) 4 Bendix No. 53585 (c) 4 Bendix No. 159577 (Suitable for Skydrol) (d) 4 Bendix No. 65900 (e) 4 Bendix No. 503525 (e) 4 Bendix No. 5003525 223 lbs. (+220) (d) 4 Bendix No. 5003525 223 lbs. (+220) (e) 4 Bendix No. 5003525 223 lbs. (+220) Electrical Equipment 301. Starters (a) 2 Jack & Heintz JH6FR (b) 2 Eclipse 36E00-2 (c) 2 AN4116 R3A (d) 2 Jack & Heintz R86-JH-6FR-3 (e) 2 Eclipse 36E00-2 (f) 2 Eclipse 36E00-2 (g) 2 Eclipse 36E00-2 (h) 4 Bendix No. 5003525 Electrical Equipment 302. Generators (a) 2 Jack & Heintz R86-JH-6FR-3 (b) 2 Eclipse 1193-9, 200 Amp. (c) 2 Jack & Heintz G-26, 200 Amp. (d) 2 Jack & Heintz G-26, 200 Amp. (e) 2 Jack & Heintz G-26, 200 Amp. (f) 2 Eclipse 1193-9, 200 Amp. (g) 2 Jack & Heintz G-4, 200 Amp. (h) 2 Eclipse 1193-9, 200 Amp. (h) 2		(b) Pressed landing gear upper truss (Dwg. 5141775)	144 lbs. (+220)
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310. Stall Warning System 3 lbs. (+82)	303.		150 " (00)
(Douglas Dwgs. 3394537, 4394487, 5369157, 5391068 and 7391526, Page 44W6.0)	310.		3 lbs. (+82)
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Interior Equipment

401. CAA Approved Airplane Flight Manual (Not required for Models R4D-8 and R4D-8Z in military operation.)
(A Manual containing information required for the Airplane Flight Manual may be carried in lieu thereof in aircraft operated under the provisions of Parts 40, 41 or 42 of the Civil Air Regulations.) The following table identifies the Airplane Flight Manuals and the revisions thereto currently approved for each airplane.

	rmp	iane i nghi wanaan ana ui	e revisions mereto curre	ntry approved for each	an plane.	
		lane Serial Number	Douglas Report Number	Latest Approved Revision Number	Date of Lates Approved Revi	
		43159, 43191 43192, 43193	Super DC-3		2-10-55	
	Gran	nd Central Aircraft Co., Sup	oplementary Log of Rev	isions dated 6-26-56 app	plies to Serial	Nos. 43191 through
402.	Instr	uments in accordance with Douglas Dwg. 7395917	the following drawings	on file with the CAA F	ourth Region.	
403.	Win	dshield Wipers				7.11- (.7)
421.		Douglas Dwg. 5390028 omatic Pilot				7 lbs. (+7)
	(a)	Pioneer P-1A (See NOTE 3 servos 15604-1-5-A2 wi			·1-A	187 lbs. (+104)
		with DY-8-1 pulley (3 1/2	" P.D.); 2 throttle servos	15621-1-A (Optional).		
		(When flight path control are 112 lbs. and (+90) resp		not installed, the weigh	t and arm	
		(1) Servo stall torques m control system cable		eys with the		
		Elevator: Max	x. 150 in. lbs., Min. 100			
			x. 180 in. lbs., Min. 120 x. 180 in. lbs., Min. 120			
		(These torques are sa	tisfactory for flight path	control)		
			st during automatic pilot	malfunction:		
			ach 110 ft. When using the fastened and hand on		pproach,	
D	-	-	or rusteriou and mand on	control wheel.		
		uipment Wing Boot-Nacelle to Lig	ht-Removable portion			12 lbs. (+202)
	(b)	(2) (Goodrich 1-728-1-1) Wing Boot-Outboard of L				52 lbs. (+260.5)
		(2) (Goodrich 11-728-2-	1)			32 lbs. (±200.3)
	(c)	Vertical Stabilizer Boot-R (Goodrich 11-728-6-1 as r		vage E.O. 711		7 lbs. (+659.5)
		against Dwg. 5372106)		vage 2.0. 711		
		Horizontal Stabilizer Boot (2) (Goodrich 11-728-5-		s Salvage E.O.)		26 lbs. (+667.5)
		712 against Dwg. 533 Vertical Stabilizer Boot-R	72152)			7 lbs (+660)
	(e)	(Goodrich 11-728-1)	emovable portion			7 lbs. (+660)
	(f)	Horizontal Stabilizer Boot (Goodrich 11-728-5-1)	-Removable portion			27 lbs. (+667.5)
500			1.5			21.11 (222)
502.	. ,	Alcohol System for Carbu Including Supply Tank and				31 lbs. (+223)
	(b)	(Douglas Dwg. 5372897 a Anti-Icing Alcohol (11 ga				79 lbs. (+340.5)
			.,			77 105. (±340.3)
Miscel 601		us raulic Fluid in System and	Reservoir (7.5 gal.)			
001.	•	Skydrol	Reservoir (7.3 gar.)			68 lbs. (+112)
	(b)	Mineral Oil				59 lbs. (+112)
	(c)	Mineral Oil				51 lbs. (+96)

7 6A2

- NOTE 1. (a) Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system). Manufacturer's Master Equipment List contains list of approved equipment in addition to equipment listed in this specification.
 - (b) "System Fuel and Oil" (See Item 102), which must be included in the empty weight, is that amount required to fill both systems and the tanks up to the tank outlets to the engines, when the airplane is in the level attitude. The propeller feathering oil in aircraft incorporating Hamilton Standard propellers is not considered usable oil and is included in the "System Oil." The nacelle oil tank capacities shown in this specification include only the usable oil for which the tanks are to be placarded. All hydraulic system fluid must also be included in the empty weight of the airplane (See Item 601).
 - (c) The "unusable fuel" is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in CAR 4b.416 and may be obtained by taking the difference between the "total" and "usable" tank capacities shown on Sheet 1 of this specification. The "unusable fuel" must either be included in the airplane empty weight or be suitably accounted for in the airplane weight and balance report.
 - (d) Fuel must be loaded in the front tanks first and used in the reverse order except for take-off, climb and landings, at which time the front tanks must be used.
 - (e) For the interior arrangement of a particular airplane, see approved Douglas Report SM-13780, "Loading Chart and Actual Weight and Balance." This report shows the location of all passenger and crew member seats, location and capacity of all cargo and baggage compartments, buffets and storage spaces, and location and capacity of lounges and lavatories for each of the different airplane arrangements covered by the above mentioned report. Lounges, lavatories, and baggage or cargo compartments must be placarded for the capacities specified in the approved report. The airplane must always be loaded within the C.G. limits specified in this specification, accounting for crew and passenger movement and use of fuel and oil.
 - (f) Fuel must be loaded in the following order: (1) Front center wing tanks (2) Rear center wing tanks and (3) Outer wing tanks. Fuel must be used in the reverse order except for take-off, climb and landings, at which time the front center wing tanks must be used.
- NOTE 2. The following placards shall be placed in the locations noted:
 - (a) On the instrument panel in full view of the pilot:
 - (1) "This airplane shall be operated in compliance with the operating limitations specified in the CAA Approved Airplane Operating Manual."
 - (2) "Avoid continuous engine operation below 1800 rpm."
 - (b) On inboard side of forward external baggage door, forward of and adjacent to handles: "Door handles must be accessible in flight."
- NOTE 3. On Serial Nos. 43191 and 43192, the Vno should not exceed 220 mph True Ind., and the Vne should not exceed 261 mph True Ind., until Douglas part #5395110, "Cylinder Assem Main Gear Retract," is installed per Douglas Drawing No. 5365959 "E", "Gear Installation Main Landing," and Douglas part #5365355 "D", "Pump Assem Engine Driven" is installed.
- NOTE 4. The Navy Model R4D-8 is similar to the Model DC-3S except for new outer wing panels with collapsible fuel cells, interior arrangement with troop or cargo transport furnishings, radio operator's station, etc. The R4D-87 has an executive 16-place interior.

The military exceptions are as follows:

- (a) Approved radio equipment must be installed for civil certification.
- (b) Troop bench and litter installations were not evaluated. They must be removed or shown to comply with the civil requirements.
- (c) Passenger seat installation in the R4D-8 and the radio operator and navigator seat installation in the R4D-8 and R4D-8Z must be removed or shown to comply with civil requirements.
- (d) Inertia reel installation on the pilots' seats. This installation is to be removed or shown to comply with civil requirements.
- (e) Urinal and relief tube installations must be removed prior to civil certification, and a thorough inspection made of the fuselage and empennage for corrosion and structural damage; damaged parts must be replaced.
- (f) The Model P-1A automatic pilot has not been certified under TSO-C9 but the system and its installation have been approved in the Model R4D-8 aircraft on the basis of equivalent performance standards; however, to be eligible for civil operation, the following is required:

- (1) The autopilot controller pitch control wheel must be in a vertical plane parallel to the longitudinal axis of the airplane.
- (2) The controller turn control must be identified.
- (3) The Flight Path Control panel must be identified.
- (4) The Airplane Flight Manual must incorporate instructions covering autopilot engagement.
- (g) The following equipment must be installed for civil certification:
 - (1) CAA approved Airplane Flight Manual
 - (2) CAA approved Loading Chart and Actual Weight and Balance Report
 - (3) Stall warning indicator installation
 - (4) Ash trays and/or no smoking signs in lavatory
 - (5) Fasten seat belt and no smoking signs in cabin.
- NOTE 5. If the internal gust lock is to be installed on the rudder of the Model R4D-8Z airplane Serial Nos. 43301 and 43302 and the Model R4D-8 airplane, Serial Nos. 43303 up to and including 43320, Douglas angles Part No. 5372379-15-17 and channel Part No. 5390049-39 at fuselage Sta. 718 must be brought up to acceptable standards regarding edge distance of holes on these parts prior to civil certification.
- NOTE 6. Landing and takeoff weights limited to 30,000 lbs. and 31,000 lbs. respectively unless Landing Gear Axle P/N 5367124 with Sleeve P/N 5367122 "C" change or later is installed.

.....END.....